

Regional Solicitation Policy Work Group Meeting #4 – Transit

July 8, 2019



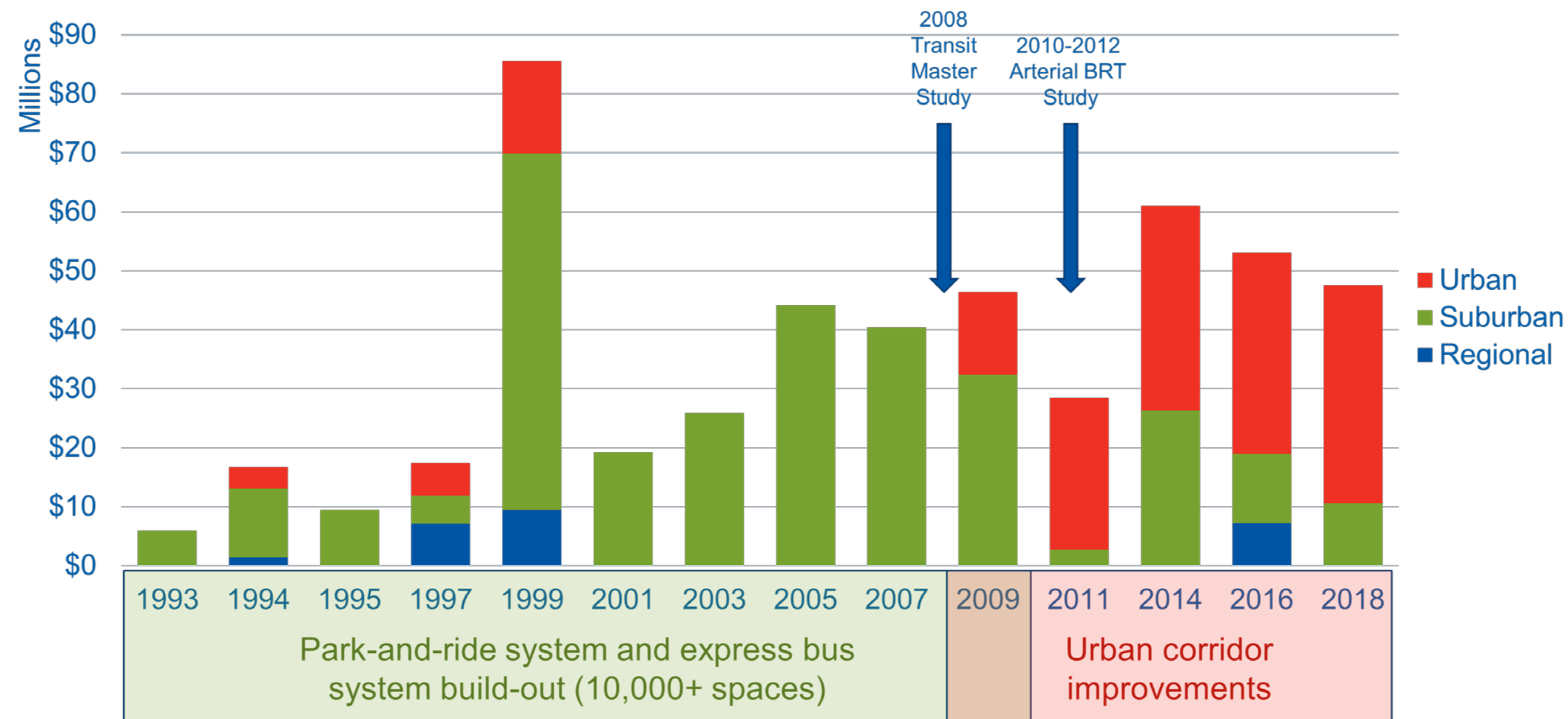
Transit Discussions Recap

- Regional balance is a concern, but difficult to measure for a modal category

Percent of Total	Metro Transit	Suburban Providers
Population	80%	20%
Ridership	95%	5%

Percent of Total	Urban Core Communities	Suburban Communities
Population	27%	73%
Ridership	79%	21%

- Transit projects selected in the Regional Solicitation:
 - 1993-2009: Largely suburban, express bus and park-and-ride services
 - 2011-2018: Largely urban corridor improvements



Transit Discussions Recap cont.

- Arterial bus rapid transit is foremost unfunded priority in the Transportation Policy Plan
 - Urban corridor riders are the vast majority of the transit system users, corridors need improvements to retain riders and attract new riders
 - Current Regional Solicitation structure is incremental and inefficient for funding Arterial BRT projects
 - Other projects do not compete well against Arterial BRT projects because of large existing and new riders in Arterial BRT corridors
- Current Regional Solicitation structure does not adequately accommodate testing new transit markets
 - New market suburban projects cannot compete
 - Suburban projects can be smaller scale in impact, but also in cost

Transit Discussions Feedback from Previous Meetings

1. Create arterial bus rapid transit program
 - General support for these projects
 - Concerns about not having projects be part of the application process
 - Questions about the process and which BRT project elements would be eligible
2. New transit market guarantee
 - General support for new market projects
 - Concerns about ensuring that suburban providers get a fair share (or fair opportunity)
3. Reduce maximum grant award
 - General support for funding more projects
 - Concerns about whether \$4 million is too low
4. Percent vehicle purchase funding cap (within a project)
 - Concerns about this limiting size or feasibility of expansion applications

Bus Rapid Transit Types – Characteristics

Arterial BRT

Mixed traffic, bus shoulders



Highway BRT

Managed lanes or bus shoulders



Dedicated Guideway BRT

Separate bus-only roadway



Local Examples: A Line (opened 2016), C Line (opened 2019)
11 other lines planned

Red Line (opened 2013)
Orange Line

Gold Line
Rush Line

Capital Cost: \$30-75 million

\$100-150 million

\$400-460 million

Dense urban corridors with constrained ROW

Developed freeway or expressway corridors

Varies, wide arterial streets, rail ROW, or other contexts

Typical ½-mile stop spacing

Typical 2-mile stop spacing

Typical 1-mile stop spacing

All share frequent service, improved stations and customer information technology, signal priority, maintenance, dedicated BRT fleet, and specialized branding distinct from buses

Bus Rapid Transit Types – Funding

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Managed lanes or bus shoulders

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Separate bus-only roadway



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11 other lines planned

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Capital Cost

Primarily funded with **Regional Solicitation** and **State** funds

Primarily funded with unique **Federal** funds and **County sales tax** funds

Primarily funding with **New Starts Federal** funds and **County sales tax** funds

Operating Cost

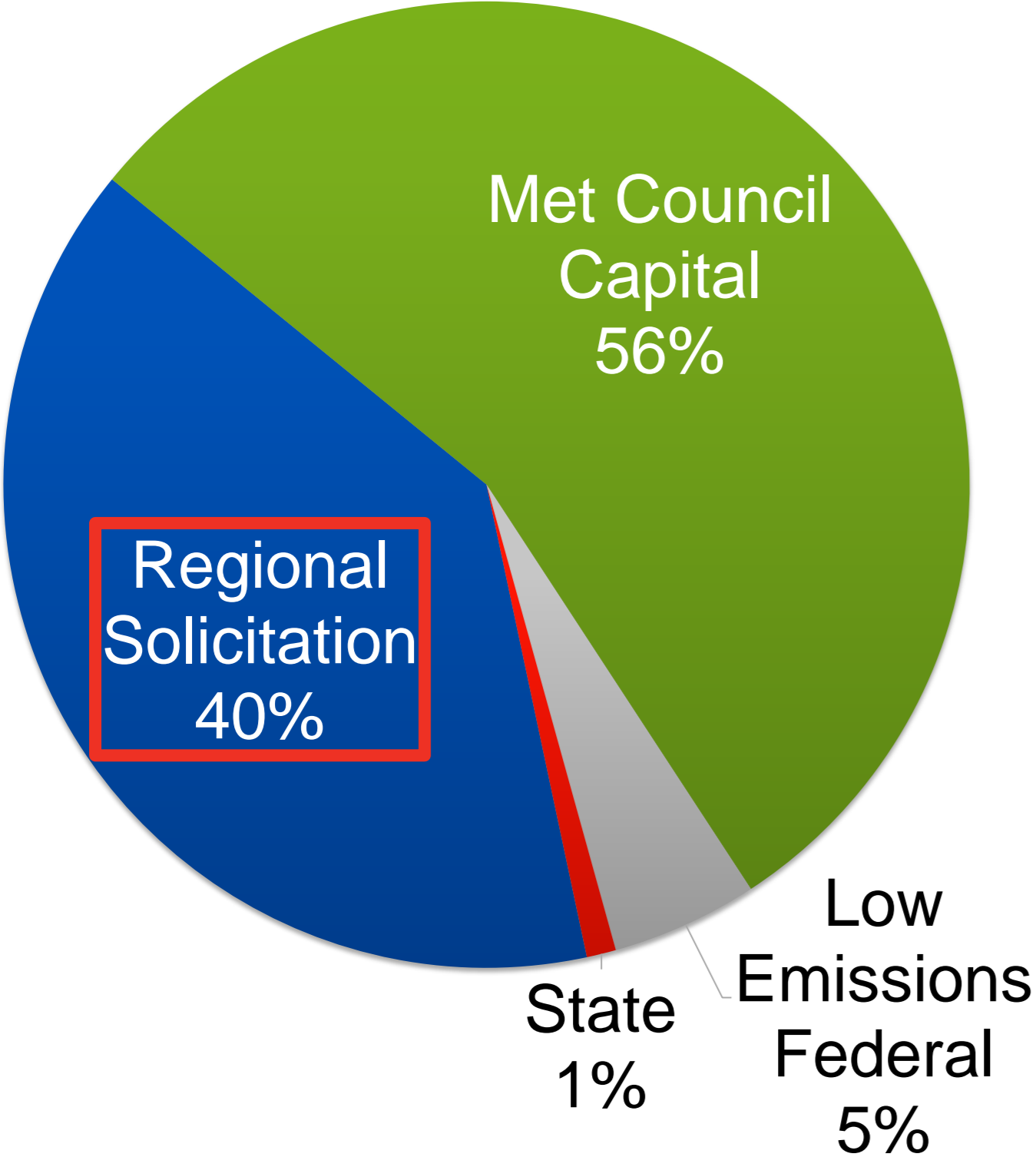
Primarily funded with **existing funds** in the corridor and **State** funds

Primarily funded with **County sales tax** funds and **State** funds

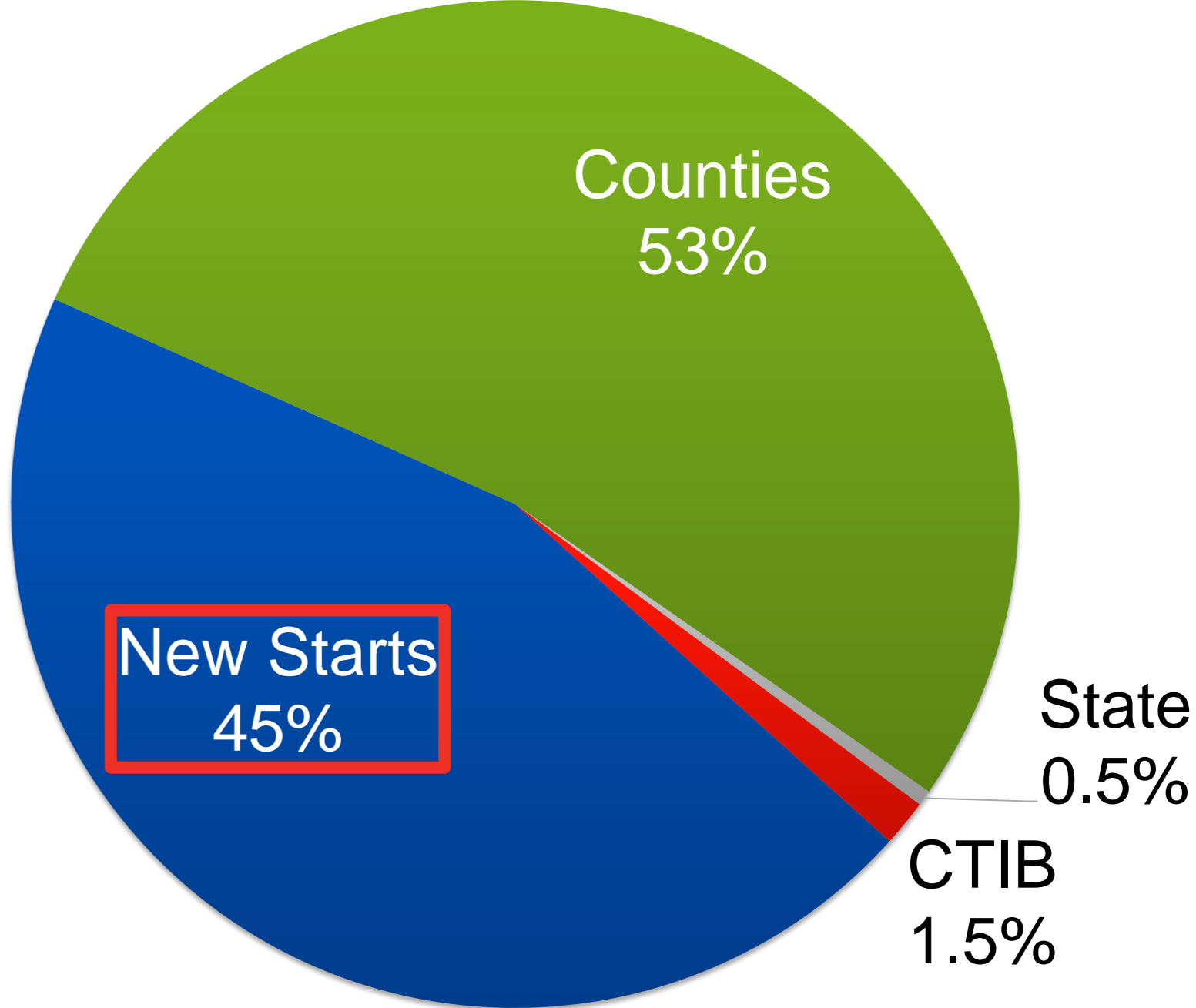
Primarily funded with **County sales tax** funds and **State** funds

Bus Rapid Transit Capital Funding Comparison

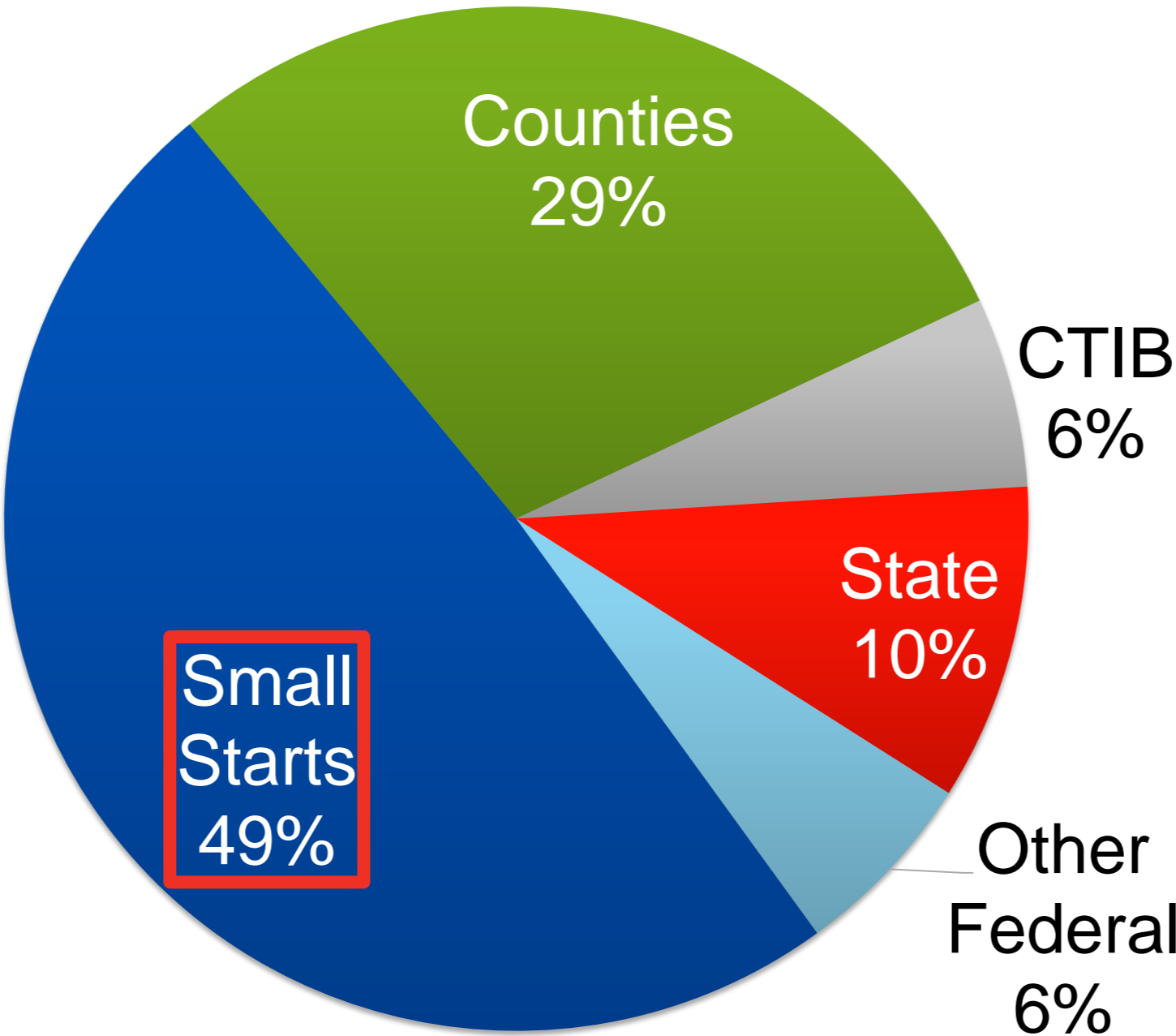
C Line Arterial BRT Capital Sources



Gold Line Dedicated BRT Capital Sources



Orange Line Highway BRT Capital Sources



Project Funding Path Examples

Transit Expansion	Transit Modernization	Arterial BRT Program
New suburb-to-suburb route	Added heat, light, or shelter amenities to existing stops	Nicollet Avenue ABRT
New bus route connecting to transitway	Added transit advantage to improve travel speeds	Central Avenue ABRT
Added weekend service on existing route	Added or improved circulation at existing transit customer facilities (e.g. elevator, pedestrian overpass)	Robert Street ABRT
New demonstration service for potential BRT line	Upgraded customer information signage or technology	American Blvd ABRT
Park-and-ride expansion	Upgraded fare collection equipment	West Broadway ABRT
New park-and-ride	Electric bus upgrades	East 7 th Street ABRT
Increased frequency to existing route		
New transit station on existing line		

New suburb-to-suburb route = Potential New Market Guarantee Eligible

Regional Transit Capital and Federal Formula Funds:

Bus replacements, facility maintenance, support facilities

Unique Federal Programs, County Funds:

Light rail, streetcar, dedicated BRT, highway BRT

State Funds, Unique Federal Programs: Major new or upgraded support facilities



Policy Question: How can full Arterial BRT projects be better accommodated?

Option	No Change	Increase Transit Projects Max to \$10M (or more)	Create an Arterial BRT Funding Program
Pros	<ul style="list-style-type: none"> Equal opportunity for all projects 	<ul style="list-style-type: none"> Larger award facilitates fewer incremental projects 	<ul style="list-style-type: none"> Provide funding certainty/consistency for regional transit priority Arterial BRT does not “set the bar” for other projects to compete against Same projects funded, more efficient structure
Cons	<ul style="list-style-type: none"> Inefficient and incremental ABRT program delivery Limited success for non-ABRT projects 	<ul style="list-style-type: none"> Potential for fewer projects overall Still inefficient and incremental ABRT program delivery 	<ul style="list-style-type: none"> Arterial BRT projects not subject to the scoring process

Staff Recommendation



Policy Question: When is ABRT program funding decided, both the amount and specific projects?

Option	Amount: Selected based on request through application Projects: Selected with Solicitation other projects	Amount: Set at solicitation release Projects: Selected with Solicitation other projects	Amount: Set at solicitation release Projects: Selected on same timeline as TIP adoption
Pros	<ul style="list-style-type: none"> ABRT project details provided along with other projects 	<ul style="list-style-type: none"> Provides certainty to ABRT program to do project planning and financial analysis Provides expectations for other project applicants about available funding 	<ul style="list-style-type: none"> Maximizes ABRT funding flexibility to leverage outside funds Provides more time for program to coordinate funding requests
Cons	<ul style="list-style-type: none"> Creates ABRT uncertainty when decision is tied to outcome of other applications Uncertainty for amount available for other projects 	<ul style="list-style-type: none"> Reduced flexibility in project funding 	<ul style="list-style-type: none"> Decision for project funding occurs separate from the Regional Solicitation project selection

Staff Recommendation

Policy Question: Should there be a New Market Project Guarantee in Transit Expansion?

Option	No Change	Establish a New Market Project Guarantee
Pros	<ul style="list-style-type: none"> • <u>Equal opportunity</u> for all projects • The highest-scoring projects are selected, no projects skipped over 	<ul style="list-style-type: none"> • Facilitates more geographic balance of investments • Guarantees an opportunity to expand the reach of regional transit
Cons	<ul style="list-style-type: none"> • <u>Limited success</u> for projects testing new transit markets 	<ul style="list-style-type: none"> • Potential to skip over good projects in existing markets • Risk of funding projects that are not successful/sustainable • Risk of guaranteeing funding, regardless of # or quality of projects

Staff Recommendation



Policy Question: Should there be a lower max award for transit projects (other than ABRT)?

Option	No Change	Establish a Lower Max Award
Pros	<ul style="list-style-type: none"> Accommodates some larger project requests Delivers a larger share of overall project costs, requiring less local share 	<ul style="list-style-type: none"> Facilitates funding more projects overall Encourages a greater local share for projects
Cons	<ul style="list-style-type: none"> Potential to reduce the number of funded projects 	<ul style="list-style-type: none"> Difficult to fully fund larger projects

Staff Recommendation

Should the lower max be \$4 million?

Policy Question: Should there be a percent cap on vehicle purchases for transit expansion projects?

Option	No Change	Establish a Vehicle Purchase Cap
Pros	<ul style="list-style-type: none"> Accommodates more complete project requests Provides maximum flexibility to applicants 	<ul style="list-style-type: none"> Encourages maximizing regional fleet efficiency when testing new markets Reduces potential risk for large vehicle purchases when testing unproven service
Cons	<ul style="list-style-type: none"> More funding to vehicle fleet, less funding to service or other elements Increases risk for larger vehicle purchases when testing unproven service Unclear what to do with vehicles if no longer needed 	<ul style="list-style-type: none"> Reduces applicant flexibility to delivery complete project

Staff Recommendation

Should the cap be 25%?



Policy Question: Should support facilities (maintenance and other non-customer facing) projects be ineligible?

Option	No Change	Support Projects Ineligible
Pros	<ul style="list-style-type: none"> Accommodates a wider array of provider needs 	<ul style="list-style-type: none"> Aligns project scoring structure with eligible projects Reduces likelihood of major outliers in transit scoring Focuses limited funds to projects that directly impact customers
Cons	<ul style="list-style-type: none"> Difficult to score projects under current structure No plan or obvious technical criteria to incorporate as means to evaluate project 	<ul style="list-style-type: none"> Accommodates a narrower array of provider needs

Staff Recommendation



Contact Information

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Regional Solicitation Transit Options (About \$41 million available per solicitation cycle)

Variables	Existing Structure	Adjustment to Structure	Arterial Bus Rapid Transit Program
Funding Categories	Expansion Modernization	Expansion Modernization	Expansion Modernization Arterial Bus Rapid Transit Program
Max Award	\$7 million	\$10 million	\$4 million ABRT: \$28 million
Project Eligibility	<p>Eligible projects:</p> <ul style="list-style-type: none"> Expansion focus on attracting new riders (e.g. adding service and buses, adding or expanding facility) Modernization focus on benefiting existing riders (e.g. improving existing facility, improving customer experience, upgrading facility operations) <p>Ineligible projects:</p> <ul style="list-style-type: none"> Routine facility maintenance Operating expenses only allowed if transit operations expanded 	<p>Eligible projects: No change.</p> <p>New market guarantee: At least one project per cycle that serves a new market in the transit system.</p> <p>Ineligible projects: Bus replacement costs</p>	<p>Eligible projects: Maximum 25% of award for bus purchases.</p> <p>New market guarantee: At least one project per cycle that serves a new market in the transit system.</p> <p>Ineligible projects: Bus replacement costs</p>
Arterial BRT Outcomes	4 incremental awards for partial arterial bus rapid transit projects	4 incremental awards for partial arterial bus rapid transit projects	Creates arterial bus rapid transit program – Goal of 1 full project every two years
Other Projects Outcomes	Minimum 2 projects	Minimum 1 project, at least one project serving a new market	Minimum 4 projects, at least one project serving a new market

Arterial BRT Program Approval Process

- Funding amount approved with Regional Solicitation release
- Metro Transit plan for allocation of funds within arterial BRT program approved with Regional Solicitation project selection
- Annual Metro Transit update on program status, upcoming milestones, and project(s) funding issues
- Changes to Regional Solicitation funding plan for ABRT program processed as TIP amendments

Comments From Mary Hamann-Roland

1. **Project Award Limits**- \$4M and 25% maximum for Capitol (Buses). The Suburban providers strongly oppose any project limits in Modernization and Expansion categories. Creating a new limit for modernization/expansion would not be enough to fund new expansion projects and would artificially suppress the size of projects that could qualify.

a. Example: The existing Suburb to Suburb demonstration project Route 495, would not be able to be substantially funded if the project limits were in place.

b. The 25% project limit for buses would hinder the ability for the providers to add expansion service, because you needed buses to add service.

i. Current estimated cost 40ft regular fixed route bus in 550K each

c. Suburban Set-Aside –If discussions arise concerning a set-aside the suburban systems support such a concept. The way the current solicitation has shifted, most of the funding targeted towards transit has gone to Metro Transit operations. While the Council likes to use an outdated statistic, which shows that the suburban providers received 21% of the CMAQ funding since 2000, the reality is that the bulk of that money was awarded for the construction of park and ride facilities during the time the funding was specifically earmarked for “congestion mitigation” activities. Since the program changed about 5-6 years ago, the suburban providers have not received an equitable share of the funding. If a suburban set-aside were to become part of the new solicitation, then the amount should be close to 21%.

2. **Arterial BRT** - The Suburban providers have concerns with only providing the vast majority of funding \$28M out of \$41M to Arterial BRT. Only funding Arterial BRT creates geographic imbalance, since these BRT routes are in higher density areas, the funding would primarily benefit either Ramsey or Hennepin Counties. Many of the suburban operators have been providing a service that incorporates the principles of bus rapid transit for years not to mention the Redline BRT, under that policy change those services wouldn't be eligible for funding.

a. If left at \$28M, 68% of transit funds would be in one County, more if other projects were awarded in that County.

b. Side note: Should BRT continue to be a funding priority, then control of BRT should not only fall to the Metropolitan Council. This also includes not defining BRT to Metro Transit operations.

3. **Air Quality/Congestion Mitigation** - The proposed process still provides some credit/advantage to project that provide emission reduction, from our prospective it does not go far enough awarding points to the projects that have positive impacts at relieving congestion along the most congested segments of roadway in the Twin Cities. In doing this, we also believe the distance or impact area from a given project should be calculated into the equation. Long haul express service like those provided by suburban operators should be valued for the benefit they provide to the entire region not just from our operating area (congestion mitigation, air quality improvement, safety, access to jobs, ability to intensify job development/i.e. less parking required, other).

a. How are the points awarded (transit expansion) if Suburban Transit Providers are increasing riders that travel over a longer route (i.e. taking traffic off of major highways) vs. routes in denser areas that travel shorter distances.

4. **Access to Jobs** – Besides providing priority to projects that provide access to affordable housing, projects that provide access to jobs benefiting individuals needing or in affordable housing should receive equal benefit. Connection to jobs was only 50 points compared to 200 points for equity & housing. There needs to be a connection of equity & housing to jobs. If transit doesn't get disadvantage populations to jobs, what is it accomplishing?

Comments from Nick Thompson

- Under the new solicitation structure (2014-2018), projects for suburban providers or in their service areas have received 18% of the awarded funding for transit. This compares to the 21% population figure for their area and the 5% transit ridership for their area.
- The current plans for Arterial BRT extend into four different counties: Hennepin, Ramsey, Anoka, and Dakota. Dakota County led a study that looked at Arterial BRT potential on Robert Street. Furthermore, the Arterial BRT program will be looking at additional opportunities through the Network Next effort that started in 2019.
- The majority of BRT funding planned for the region is in the leadership of the counties for Orange Line, Gold Line, Rush Line, and Red Line. This funding far outpaces the level of funding available for ABRT.
- The emissions reduction measure in the Transit Expansion category is worth 18% of the total points and does factor in the concerns about trip length and emissions reduction. It does not focus specifically on congestion reduction, but it is factored in somewhat in the methodology.
- The equity score is qualitative and so those factors that are suggested can be taken into account in the project scoring beyond just the jobs measure.

Regional Solicitation Policy Work Group #4

Equity and Housing Performance

Potential Changes and Next Steps

July 8, 2019



Equity Discussion General Themes

- Thrive MSP 2040 and the Regional Solicitation both emphasize and value Equity; the definitions differ slightly
 - Thrive definition includes race, ethnicity, income and ability
 - Regional Solicitation also specifies youth and elderly populations
- Regional Solicitation has incorporated Equity since 2014, Housing Performance since the early 1990's
- Sensitivity analysis shows Equity and Housing Performance scores can make a difference between project ranking and funding
- Equity history is not sufficient to understand whether the projects funded have had impacts for specific populations

Application of Equity to Transportation

- There is limited knowledge and understanding of how Equity concepts apply to transportation projects
 - Generally transit and pedestrian projects are well associated with Equity populations (Areas of Concentrated Poverty, access to jobs measures)
 - Less knowledge and understanding regarding Equity application to roadway and bicycle projects
- Important to engage Equity populations in transportation planning and investment decision processes early to impact identification of a projects' purpose and need
- Applicants often do not expend substantial effort on engagement prior to receiving funding

General Conclusions

- Council and TAB members need to continue process of discussing and learning how Equity concepts can impact transportation planning and investment decision-making
- Members of Equity communities must be part of the learning and discussion process; potentially utilize members of the Council's Equity Advisory committee
- Regional partners would benefit from shared learning and training on early engagement practices and concepts to help identify Equity related transportation needs and project purpose
- **Given limited history of Equity scoring and need for continued learning, at this time the Regional Solicitation should “tweak” current scoring methodology and identify next steps for learning and partnership**

Equity and Housing Performance Scoring

Application Category	3A: Housing Performance	3B: Socio-Economic Equity				Total Possib le Points
		Community Engagement	Benefits	Negative Impacts	Total	
Roadway Expansion	70 (6%)	9	21	0	30 (3%)	100
Roadway Reconstruction/Modernization	70 (6%)	9	21	0	30 (3%)	100
Traffic Management Technologies	70 (6%)	9	21	0	30 (3%)	100
Bridge	70 (6%)	9	21	0	30 (3%)	100
Transit Expansion	70 (6%)	39	91	0	130 (12%)	200
Transit Modernization	70 (6%)	31.5	73.5	0	105 (9.5%)	175
Travel Demand Management (TDM)	70 (6%)	20	60	0	80 (7%)	150
Multiuse Trails and Bicycle Facilities	70 (6%)	15	35	0	50 (4.5%)	120
Pedestrian Facilities	70 (6%)	15	35	0	50 (4.5%)	120
Safe Routes to School	70 (6%)	15	35	0	50 (4.5%)	120

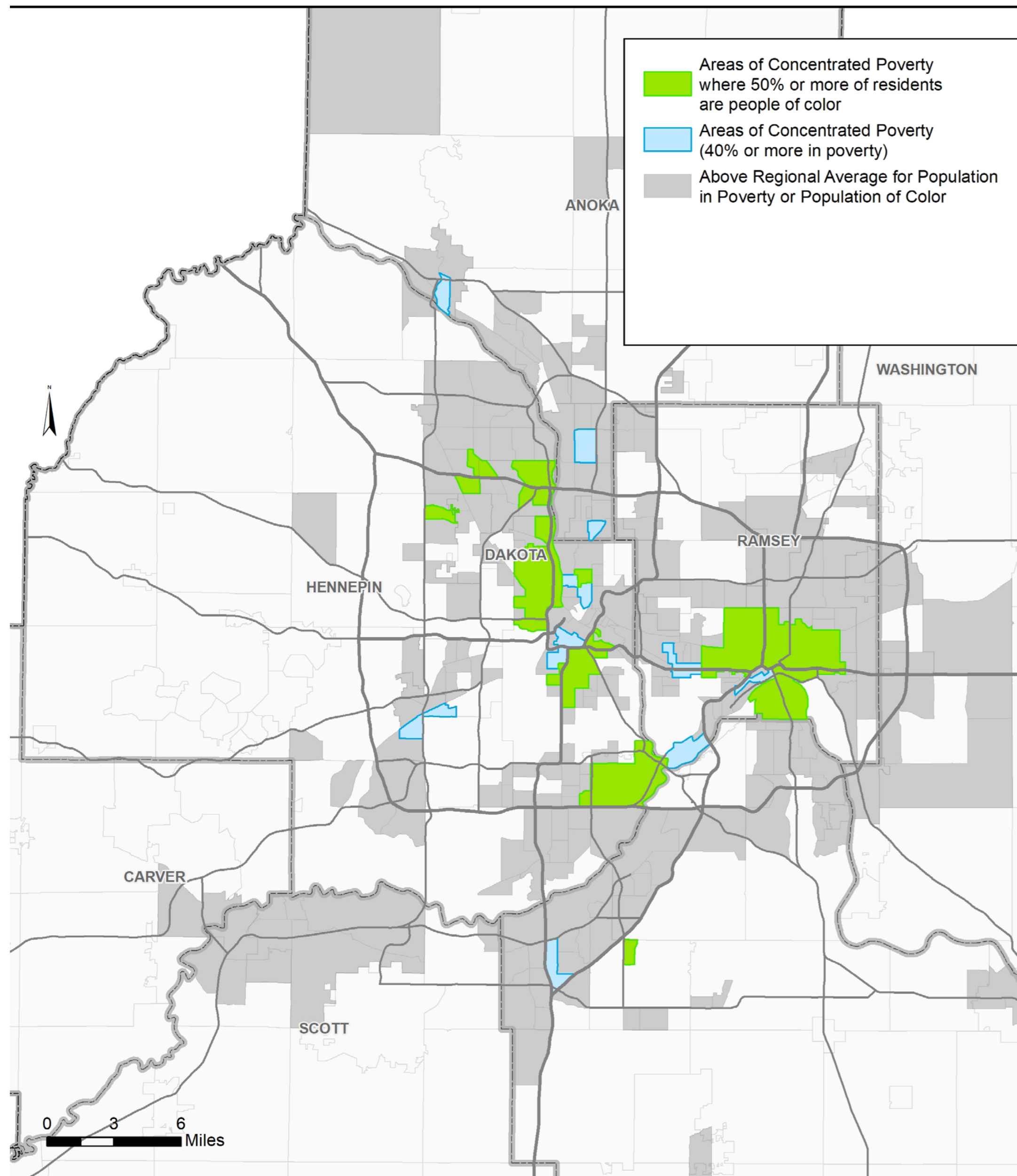
General Scoring Conclusions

- Housing Performance is not project based and seems appropriate to have a similar weighting across all project application categories (6%)
- Equity scoring varies significantly across application categories from a high of 12% in transit expansion to a low of 3% in all roadway categories
- Equity scores have had the least impact in project ranking and funding in the roadway categories; also least amount of understanding how Equity concepts can impact roadway projects
 - Project benefits can include health-related, safety, access to destinations, gap closures, travel time reductions
- Not clear that Equity scoring has made a difference in which projects are submitted to the Regional Solicitation
 - Role in Regional System and Usage are the dominant criteria an applicant uses in selecting which projects to submit to the Solicitation

Policy Question: Do the Housing Performance and Equity Scores seem like an appropriate amount out of the total 1100 points?

Potential Options for Scoring Changes

1. Lower Housing Performance scores across all categories from 6% to 4.5% and include the “freed-up” points in the Equity scoring
 - Roadway application Equity scores move from 3% to 4.5% of total score
 - Staff Recommendation
2. Reduce the Housing Performance score only in the Roadway application category and increase Equity score
 - Results in inconsistent Housing Performance scores across categories, i.e. 4.5% in roadways, 6% in all others
3. Leave Housing Performance score at 6% and increase Roadway Equity scores to 4.5% by lowering another scoring criterion
 - Roadway technical committee would need to recommend where to reduce



Multiplier Scoring for Areas of Concentrated Poverty

Equity scores are adjusted based upon project location

- 100% for ACP with 50% or more people of color
- 80% for ACP
- 60% for areas above regional average
- 40% for all other locations



Equity Multiplier Scoring Trade-offs

- Projects with the greatest number of persons in low income and minority populations receive highest Equity score
- Recognizes impact of concentrated poverty
- Projects, in non-ACP areas, designed to serve specific small population needs cannot score well
- Not clear that any projects of this nature have been submitted

Policy Question: Should the Equity multiplier be changed to de-emphasize the size of the Equity population?

Options:

- Leave the multiplier unchanged
- Reduce the impact of the multiplier by using a revised scale of 100%, 90%, 80%, 75% (Staff recommendation)
- Use some other multiplier scale
- Eliminate the multiplier

Policy Question: What Next Steps and Actions Should the TAB and Council Take to Continue Learning and Discussion on Equity?

- Form a Regional policy discussion committee with wide-ranging membership
- Partner in MnDOT's Advancing Equity Initiative
- Form a technical committee of practitioners to share experiences and learn
- Engagement training opportunities
- Other?

Equity and Housing Performance Scoring

Application Category	3A: Housing Performance	3B: Socio-Economic Equity				Total Possible Points
		Community Engagement	Benefits	Negative Impacts	Total	
Roadway Expansion	70	9	21	0	30	100
Roadway Reconstruction/Modernization	70	9	21	0	30	100
Traffic Management Technologies	70	9	21	0	30	100
Bridge	70	9	21	0	30	100
Transit Expansion	70	39	91	0	130	200
Transit Modernization	70	31.5	73.5	0	105	175
Travel Demand Management (TDM)	70	20	60	0	80	150
Multiuse Trails and Bicycle Facilities	70	15	35	0	50	120
Pedestrian Facilities	70	15	35	0	50	120
Safe Routes to School	70	15	35	0	50	120

General Conclusions and Policy Questions for Equity Discussion

- The Thrive MSP 2040 and Regional Solicitation Equity definitions differ slightly, but are still consistent with one another
 - Thrive definition includes race, ethnicity, income and ability
 - Regional Solicitation definition also includes youth and elderly populations
- The Equity criteria is measured through both a Housing score measure and Equity measures of outreach to under-represented populations and the benefits and impacts of the project. Points are awarded as follows:
 - 70 points (6.3% of total points) for the community housing score across all application categories
 - 30 – 130 points for the Equity measures (outreach and benefits/impacts) with the Roadway application categories at a low of 30 points (2.7% of total points) and the Transit Expansion category at a high of 130 points (11.8% of total points).
 - The Housing and Equity measures have made a difference in project ranking and funding overall but less so in the Roadway application categories due to the low level of points assigned to the Equity measures.
- **Policy Question: Do the Housing Score and Equity scores seem like an appropriate amount out of the total 1100 available points in the Solicitation?**
 - One option is to lower the housing score to 50 points or 4.5% of the total score and assign the freed-up 20 points to the Equity outreach and benefits and impacts measures across all application categories. (For the Roadway application categories this would put both the Housing and Equity measures at 50 points or 4.5% of the total.) Staff Recommendation
 - A second option is to reduce the housing score to 50 only in the Roadway application categories and increase the Equity points to 50.
 - A third option is to leave the Housing score at 70 points and increase the Equity points in the roadway application categories by decreasing points in another criteria scoring such as Regional Significance (currently at 15-19% of the total) or Usage (currently at 11 – 16% of the total).
- The current scoring methodology emphasizes the size of an Equity population being addressed or served by a project by using a multiplier that recognizes Areas of Concentrated Poverty and Minorities as being important locations to address Equity. This is done as follows:
 - A project in an Area of concentrated Poverty with 50% or more minority population receives 100% of the Equity points
 - A project in an Area of Concentrated Poverty receives 80% of the total Equity points
 - A project in census tracts above the regional average for persons in poverty receives 60% of the Equity points
 - All other projects receive 40% of the total Equity points

- Conclusions and trade-offs from the scoring methodology are that:
 - Projects with the greatest number of persons in an Equity population tend to receive the highest Equity score
 - Small projects that are designed to do a good job addressing the needs of a small Equity population but do not meet the thresholds above cannot score well on the Equity measure
 - It is unclear that any projects that are designed to specifically address the needs of a small Equity population have been submitted in the past as they will also likely not score well on a number of other measures such as Regional Significance and Usage
 - Applicants particularly in the Roadway application category are unclear what a project might look like that is designed specifically to address the needs of an Equity population

- **Policy Question: Should the Equity multipliers be changed to de-emphasize the size of the Equity population?** Options include:
 - Leaving the multipliers as is to emphasize the size of the Equity population being addressed
 - Reducing the impact of the multiplier using a scale of 100% for ACP with 50% minority, 90% for an ACP, 80% for an area with above average poverty and 75% for all other locations? Staff recommendation
 - Using some other range of multipliers?

- In reviewing the past applications and scores it can generally be concluded the Equity measures have made a difference in which projects receive funding on the margins, i.e. all else being equal, the project with a higher Housing and Equity score will be funded. However, it is unclear whether the Equity measures have made a difference in:
 - How an applicant interacts with the Equity population in terms of developing a project's Purpose and Need (i.e., is the project specifically addressing a problem identified by the Equity population)
 - The selection of which project an applicant submits to the Regional Solicitation process to receive funding
 - How an applicant designs or implements a project

- **Policy Question: How can the TAB continue the discussion and learning of how Equity can be further integrated into the Regional Solicitation and overall work of the TAB?**

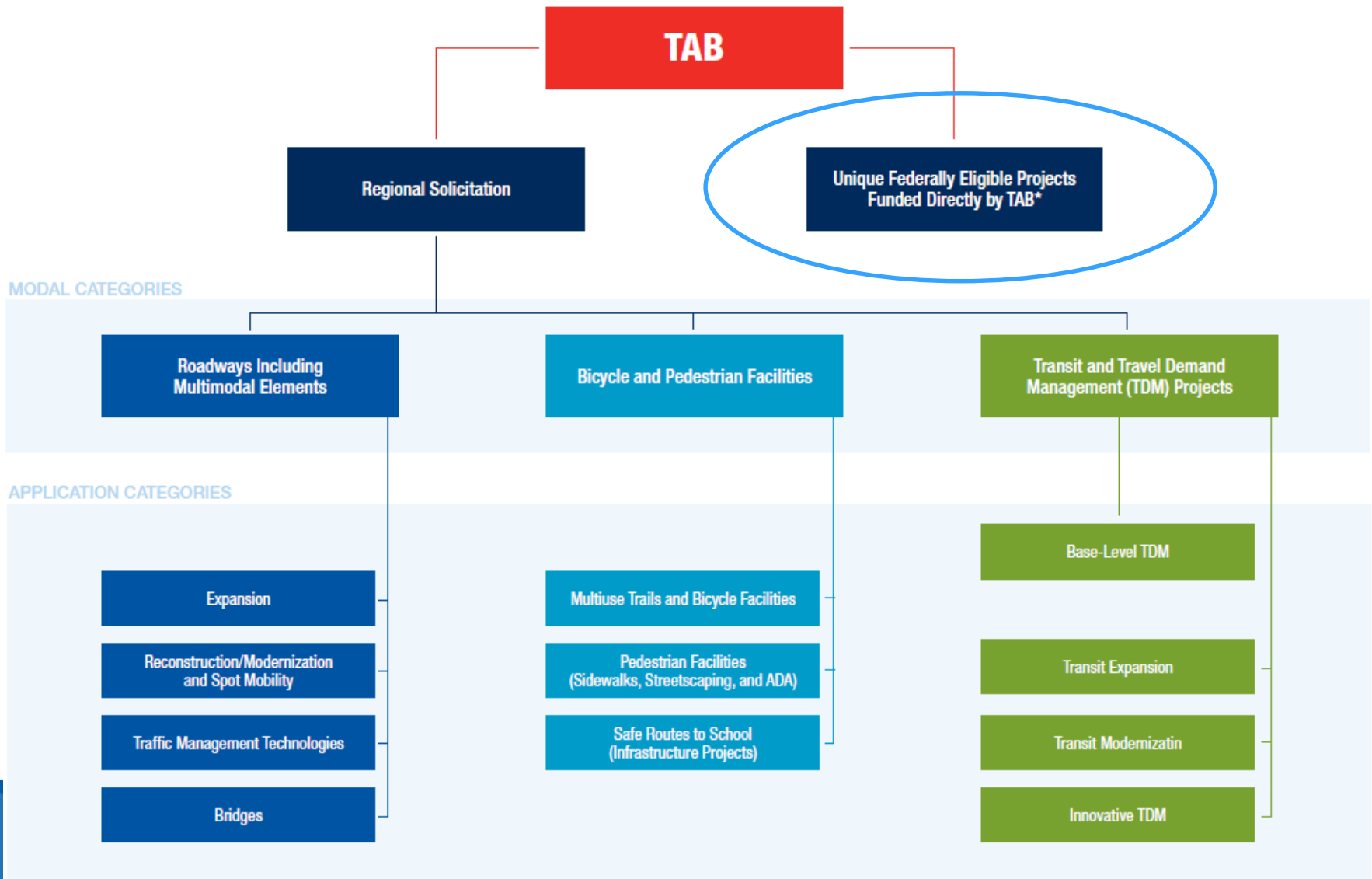
Unique Projects in the Regional Solicitation

TAB Policy Work Group Meeting

July 8, 2019



Approved Application Categories



*Note: In some cases, there are unique projects that are federally eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These project types should request funding directly from TAB.

History

- Prior to 2014, Unique projects funded on a case-by-case basis
- Unique projects application category added during 2014 Regional Solicitation evaluation (for 2016 application)
- Interest from TAB in providing flexibility to respond to Unique project requests
 - Reviewing requests during Regional Solicitation allows for consideration during creation of funding options

Unique Project Characteristics

- Projects that do not qualify for, or fit in, other application categories
- Are difficult to score using existing measures – leads to need for more qualitative scoring
- Have a more immediate implementation timeline (< typical 4 to 5 year period to receive Regional Solicitation funds)
- Potentially innovative, demonstration type projects or data collection, surveying projects
- Have potential regional benefits
- Combine or cross modal categories

Past Funded Unique Projects

- 1990 Travel Behavior Inventory (TBI) (\$50,000 FAU)
- 2008 MPCA Diesel Retrofits (\$500,000 CMAQ)
- 2010 TBI \$ (special federal ARRA funding)
- 2012 MPCA Electric Vehicle Charging Stations
 - \$500,000 CMAQ-additional federal funds became available
 - Part of local match provided by Xcel Energy
- 2014 Transit On-Board Survey (\$800,000 STP-additional federal funds became available)
- 2016 and 2018 Regional Model/TBI (\$2.7M STP in 2016, \$850,000 in 2018)
- 2018 St. Paul/Hourcar Mobility Hub Charging Stations (\$4 M)



Innovative TDM Projects

- Innovative Travel Demand Management (TDM) projects category established 2014 in the Transit and TDM application category
- \$1.2 M in funds available above \$5.8 M on-going funding for Transportation Management Organizations (funded as part of one \$7 M project)
- Funds available in next 2-3 year period as opposed to 4-5 year period for other Solicitation categories
- Minimum project size \$200,000, maximum funding \$500,000

Innovative TDM Project Characteristics

- TDM projects are federal high priority for CMAQ funds
- Demonstrate air quality/congestion reduction benefits through single occupant vehicle travel reduction
- Introduce new TDM concepts to the region, expand to a new geographic area, serve populations previously unserved, or incorporate enhancements to an existing program
- Small in scale, not capital intensive investments
- Scoring includes qualitative assessment of innovation

Examples of Past Funded TDM Projects

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

2016 Regional Solicitation Unique Project Requests

Project	Applicant	Federal Request	Comments	Funded?
Electric Vehicle Charging Stations*	University of MN	\$250,000	Meets qualifying requirements, does not fit in other categories	No
Jackson Street Reconstruction	Ramsey County	\$7,000,000	B-Minor Arterial, not eligible under Solicitation policies	No
Regional Model/TBI	Met Council	\$2,700,000	Meets qualifying requirements	Yes

**Project since completed by the University of MN with internal funding sources.*

**Withdrew consideration for funding in 2018.*

2016 Regional Solicitation

Unique Project Requests (cont.)

Project	Applicant	Federal Request	Comments	Funded?
Technician Training	MPCA	\$40,000	Not federally eligible	No
Diesel Retrofit	MPCA	\$1,166,633	Federally eligible depending on vehicle ownership, does not fit in other categories, not unique to region, high air quality benefits	No
Bike Corridor Slope Restoration	Hennepin County	\$1,420,800	Emergency maintenance type project, facility maintenance not eligible under Solicitation policies	No

TAC Feedback 2016

- Unique projects are difficult to compare
- TAC does not have a technical recommendation for how to objectively differentiate projects
- Projects should meet the qualifying criteria (e.g. any roadways must be A-minor arterial or higher)
- Do not solicit for unique project applications - Unique projects requests should be sent directly to TAB for consideration

2018 Solicitation

- Solicitation allowed for submittal of Unique projects with following language:

“In some cases there are unique projects that are federally eligible, but will not be included in the competitive process because they cannot easily be compared to other projects. These project types should request funding directly from TAB.”

2018 Regional Solicitation Unique Project Requests

Project	Applicant	Federal Request	Comments	Funded?
Regional Model/TBI	Met Council	\$850,000	On-going program funded previously with understanding of future requests for funding, regional benefits and partners, not eligible in other categories	Yes
Mobility Hub and Electric Vehicle Charging	St. Paul	\$6,700,000 (awarded \$4,000,000)	Federally eligible, applied in transit expansion category but deemed not eligible, potentially eligible under Innovative TDM category, unique concept to region	Yes

Issues in 2018 Solicitation

- Funding not specifically allocated to Unique projects category prior to application release, appeared to be reducing other modal category funding
- Charging station and car sharing projects not eligible in Transit Expansion, potentially eligible in Innovative TDM
- Innovative TDM maximum too low to accommodate large capital investments
- Appears to be a desire to fund innovation and test new concepts, but difficult to determine level of innovation/uniqueness, level of regional benefits
- Emerging Shared Mobility options pose questions of where and how they fit in Solicitation

